

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4866

星期四初月五日一十三號光。

TUESDAY, JUNE 6, 1905.

二舟禮

號六月六英華書

30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID UP.....18,000,000  
CAPITAL UNCALLED.....6,000,000  
RESERVE FUND.....9,720,000

Head Office—YOKOHAMA,

Branches and Agencies:  
TOKIO, NEW YORK.  
NAGASAKI, HONOLULU.  
LYONS, SHANGHAI.  
SAN FRANCISCO, NEWCHWANG.  
BOMBAY, MUKDEN.  
TIENTIN, PORT ARTHUR.  
PEKING, CHEFOO.  
KOBÉ, DALNY.  
LONDON.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND—  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$8,000,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.

A. HAUFFE, Esq., Deputy Chairman.

A. C. W. DICKSON, H. Schubart, Esq.

E. Goetz, Esq.

G. H. Medhurst, Esq.

A. J. Raymond, Esq.

F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th May, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

SHANGHAI BANK to be placed on FIXE

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH-ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow.

Berlin, Tientsin, Tsingtau, Tsinanlu.

LONDON BANKERS:

Meissner, N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

M. HOMANN,  
Manager.

Hongkong, 1st April, 1905. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS a

CURRENT RATES.

SIEMSEN & CO.

Hongkong, 28th May, 1905. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & CO.)

HEAD OFFICE—1, SUKUO-CHO, TOKYO.

LONDON BRANCH—14, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Tokouka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimomatsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kitakata, Sasebo, Mikie, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armadas and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujisawana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manabara, Ochiai, Otsuji, Sambara, Tsubakuro, Yohsui, Yohsui, Yambukbara and other Coals.

S. MINAMI, Manager, Hongkong.

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## Intimation.

**WM. POWELL,**  
LIMITED.  
—ALEXANDRA BUILDINGS.—

FURNISHING  
DEPARTMENT  
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A  
FRESH LOT  
OF  
DAINTY  
LAMP,  
CANDLE,  
AND  
ELECTRIC-  
LIGHT  
SHADES.

ICE-CREAM  
FREEZERS.  
CARPET  
SWEEPERS.

PATENT  
FILTERS.  
&c., &c., &c.

UPHOLSTERING  
DONE BY  
FIRST-CLASS  
WORKMEN  
on the shortest notice.

HOUSES  
COMPLETELY  
FURNISHED.

Estimates for all kinds  
of  
FURNISHING  
free of charge.

Wm. POWELL, Ltd.  
HONG KONG.

Hongkong, 2nd June, 1905.

## Auctions.

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON TUESDAY, the 13th day of June, 1905, at 3 P.M., at their Sales Rooms.

The following:

## VALUABLE LEASEHOLD PROPERTY.

situate at Victoria, in the Colony of Hongkong, viz:-

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 6008, Area 17,035 square feet or thereabouts. Term 99 years, Annual Crown Rent \$74.40 together with the messuage thereon, known as "Greenmount," Bonham Road, Victoria, aforesaid.

For further particulars and conditions of sale, apply to:

Messrs. JOHNSON, STOKES & MASTER, Vendors' Solicitors,

or

Messrs. HUGHES AND HOUGH, Auctioneers.

Hongkong, 30th day of May, 1905. [60]

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES, of

## VALUABLE LEASEHOLD PROPERTY.

situate at Queen's Road East, in the Colony of Hongkong,

IN TWO LOTS,

on

TUESDAY,

the 13th June, 1905, at 3 P.M., at the premises,

BY

Mr. GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL of GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Building thereon, known as No. 105, Queen's Road East.

Lot 2.—All that PIECE or PARCEL of GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 269A, together with the Messuage and Building thereon, known as Nos. 107 and 109, Queen's Road East.

The above premises are held from the Crown for the respective terms of 999 years and are sold subject to a lease registered in the Land Office by Memorial No. 3553.

Particulars and conditions of sale, may be obtained from:

EWENS & HARSTON, Solicitors for the Mortgagees,

or

GEO. P. LAMMERT, Auctioneer.

Dated the 5th day of June, 1905. [62]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

ON

WEDNESDAY,

the 14th June, 1905, at 3 P.M., on Board,

H.M. Screw Store Ship "HUMBER,"

Extreme length ..... 245' 6"

breadth ..... 27' 6"

Displacement ..... 1,040 tons.

Horse Power ..... 800.

ENGINES—Earle's Compound Surface Condensing.

BOILERS—Two double ended cylindrical return tubular; lead on safety valves 70 lbs.

CONDENSERS—1 Kirkcaldy and 1 Normandy single, distilling 1,800 and 2,400 gallons of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 10 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 3 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery, 15 per cent. of the purchase. Money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 31st May, 1905. [63]

## Intimation.

THE FAMOUS MAD DWARF RAZOR  
WEIGHT LESS THAN FOUR OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

SOLE Agents for Far East, HOWARD & CO., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to— HOWARD & CO., Hongkong, 24th November, 1904. [64]

SAVARESE'S  
SANDAL  
CAPSULES  
Efficient because absolutely pure  
Sooth Oil. Not made of gelatinous  
full directions. All chemists. *Buy  
first on SAVARESE'S*

## CABLE LAYING IN THE PHILIPPINES.

The Dumaguete-Misamis cable, which has been giving so much trouble of late, and which went out of service on the 13th ult. was laid by the signal corps in 1900-1901, under the personal direction of Colonel James Allen, chief signal officer of the division, assisted by Henry Winter, cable engineer and F. A. Hamilton, cable electrician.

The cable ship used for the purpose was the *Burnside*, formerly a Spanish merchant ship, plying between the West Indies and Spanish ports till April 1868, when, a few days after the declaration of war between the United States and Spain, she was taken as a prize of war by the *Yale*, on her way to Havana with supplies. She was put into the transport service, and in July, 1900, was overhauled and refitted as a cable ship at Morse Iron Works, Brooklyn.

She arrived in Manila December 6, 1900, and sailed on the 23rd of the same month for the south. She arrived in Dumaguete, Negros, on the 25th, and on the afternoon of the same day picked out the landing for the cable which was to be laid. The necessary trench was dug and the shore end of the cable buried therein. The ship then paid out the remainder of the cable, heading for Origueira, Mindanao. Heavy surf prevented a landing there so the following day the ship headed for Misamis, where she arrived on the morning of the 26th. A party was sent ashore in the afternoon, and the site for the cable was chosen in the old fort. Captain Squire then took charge of the party which went to lay the cable up the Pangui bay. This party had much difficulty in performing their work owing to adverse winds and tides.

By January 2, nine miles of the cable had been laid up the bay connecting with a land line across the isthmus of Mindanao. The cable from Dumaguete, Negros, to Misamis, covers a stretch of about 115 miles. A land line was laid to connect with the northern side of the isthmus where Captain Squire's party had laid their Pangui by cable end.

This gave Zamboanga cable communication with the outer world. From this point a cable was laid to Jolo a distance of about a hundred miles, bringing the Sultan's capital into communication with Manila.

All this cable laying was carried out successfully in imperfectly charted seas, where great irregularities of the ocean bottom exist, the greatest depth reached was off the southern coast of Mindanao, where the cable lies in nearly 1,000 fathoms, or one and an eighth miles, in depth. This, added to the difficulties of strong and irregular currents, and navigation in the vicinity of unlighted coasts, makes the achievement of the signal corps in the laying of these cables, worthy of note.

The signal corps in the Philippines consists of 9 officers and 333 enlisted men, and operates and maintains 3,105 miles of land wires and 1,472 miles of cables, in addition to handling messages which pass over 2,250 miles of branch lines and 1,42 miles of cable which have been turned over to the civil government for maintenance.

There are in all, in Philippine waters, 29 submarine cables, connecting the various islands of the archipelago with the capital. The longest cable is that running from Tucupan to Zamboanga, both points in the island of Mindanao; the next longest is the Dumaguete-Misamis line 115 miles long, following which come the Zamboanga-Jolo line of 100 miles; the Palanog-Calbayog line joining Masbate and Panay, 74 miles long. The shortest submarine cable lies between Calabanga and Los Baños, and is only 4 miles in length. Since their construction much trouble has been experienced from breaks and leakages in these cables. This trouble has been caused partly from seismic disturbances in the ocean depths, two breaks from this cause having taken place in comparatively deep water. In some cases cables were laid in harbours in such a manner that ships anchoring there could not avoid, at times, interfering with the cable. In other cases poorly armored cables have been laid in very strong tidal currents over a coral bottom.

This is the case with the cables in and out of Zamboanga and the Jolo line, throughout a considerable part of the distance. The currents in their ebb and flow sweep these wires over the sharp, rocky bottom, and in a few months the insulation is destroyed, and the line rendered useless.

Major-General George W. Davis in his annual reports as commanding officer of the Philippines division, writing on the question of the Philippines cables, says, referring to the wireless system of telegraphy, "When the wireless telegraph system shall have been established as a practical going concern, the Philippines will afford an ideal field for the use of this method of communication. There is now no inter-island connection more than 200 miles long. When the land lines are strung on iron poles and the wireless system is in use, their maintenance and operation should, in private hands, come well within the receipts, and the service be without cost to the Government, save for usual tolls."

"Now the operators are soldiers, but a company that had regard for the dividends of its stockholders would substitute native operators and linemen exclusively for the expensive American, in this respect but carrying out an inevitable practice in the Orient, where all telegraphers and linemen are natives, save a very few overseers and superintendents."

The signal officer of the department of Mindanao in his report to the division commander also mentioned wireless telegraphy, making the following suggestion in regard to the Zamboanga-Isabela cable which had been out of order for so long time and was very unsatisfactory. He says: "I recommend that it be recovered as soon as possible, and that communication between Zamboanga and the naval station at Isabela be established by a system of wireless telegraphy."

General W. A. Greely, chief signal officer of the army, in a recent report, also makes mention of the possibilities and advantages of the wireless system in the Philippines.

He says: "It was hoped that circumstances would permit the establishment of wireless stations at suitable points in the Philippines. While the existing conditions are in many respects ideal, the constant pressure for every available man, in other directions made experimental installations of this kind impracticable.

The signal officer of that division considers that such installation would in the present condition of the invention, be expensive and inefficient, in which opinion the chief signal officer of the army coincides."—*Cablenews*.

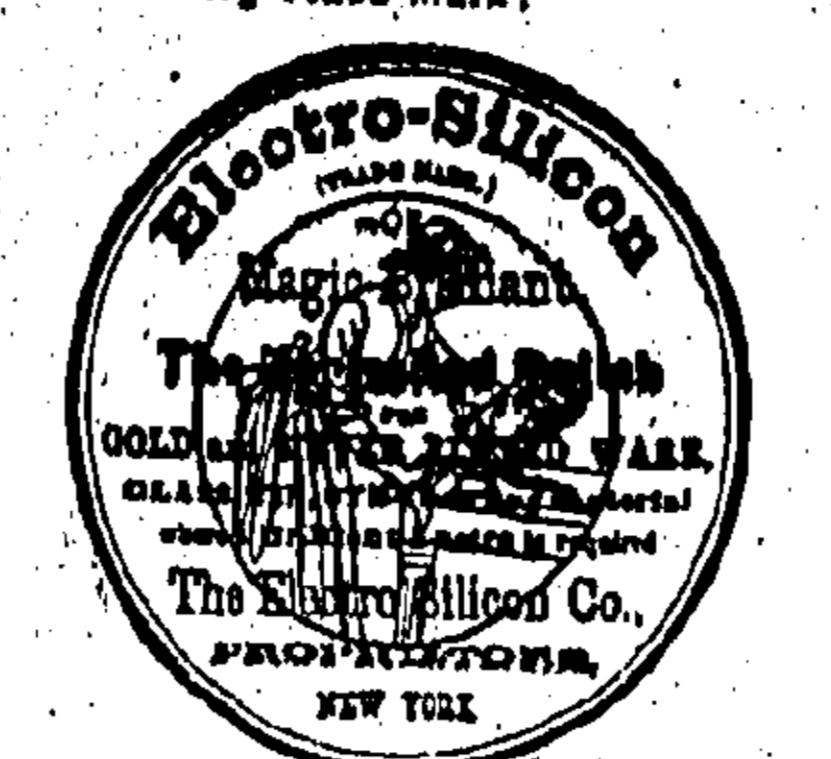
## Intimations.

## THE TRADE MARKS ORDINANCE.

1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given, that the ELECTRO SILICON COMPANY, of 30, Cliff Street, New York, in the United States of America, have, on the 22nd day of November, 1901, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:



in the name of ELECTRO SILICON COMPANY, who claim to be the Proprietors thereof. The Trade Mark has been used by the Applicant in respect of polishing powders and polishing materials in Class 50.

Dated the 5th day of May, 1905.

WILKINSON & GRIST,  
545] Solicitors for the Applicants.

## THE WISE MAN BUYS A "SINGER"; IT'S TRUE ECONOMY.

## 5 YEARS' GUARANTEE;

## FREE INSTRUCTION;

## EASY PAYMENTS.

It's something you need.

SHOW-ROOMS—1, WYNDHAM STREET, Hongkong, 25th March, 1905. [48]

## Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA."

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send to their Bills of Lading for countersignature by the Undersigned and to make immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Cuningham's risk and expense.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th of June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of June at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE, Hongkong Office.

Hongkong, 5th June, 1905. [62]

## NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co's Steamer

"NUBIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board—

From London, &c., ex S.S. *Mongolia*.

From Calcutta, ex S

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

## SHERRY.

The following Brands are recommended  
as high-class Wines of superior quality.

B. SUPERIOR PALE DRY, Dinner  
Wine, Green Seal Capsule ..... \$12.00

C. MANZANILLA, PALE NATU-  
RAL SHERRY, White Capsule 13.50

CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY,  
Red Seal Capsule ..... 16.00

D. VERY SUPERIOR OLD PALE  
DRY, Choice Old Wine, White  
Seal Capsule ..... 18.00

E. EXTRA SUPERIOR OLD  
PALE DRY, Very Finest Qual-  
ity (old bottled), Black Seal  
Capsule ..... 27.00

"D." AND "E." ARE FAVOURITE  
WINES ALL OVER THE FAR EAST,  
AND ARE SPECIALLY RECOM-  
MENDED.

A. S. WATSON & Co.,  
LIMITED,

ALEXANDRA BUILDINGS

Hongkong, 20th May, 1905

[32]

OUR  
SUPER CHIANTI

has been awarded the

## GOLD MEDAL

AT THE

## ST. LOUIS EXHIBITION.

PRICE:

\$9.75 PER CASE 1 DOZEN.

## LOCAL AND GENERAL.

Two cases of plague are officially reported  
to-day.

THERE are already 706 Japanese houses and  
4,000 Japanese at Antung.

THE *Chifoo Daily News* denies that any  
Russian men-of-war have been as yet reloaded  
at Port Arthur.

THE Chinese gunboat *Kiangyuen*, built at the  
Kawasaki Dockyard at Kobe, was to leave for  
Shanghai early this month.

[33]

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rate per quarter and per month, proportional  
to the daily sum is delivered free when the address is  
accessible to messenger. One copy sent by post an  
additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies, Daily, two cents; Weekly, twenty-  
five cents.

INDO-CHINA shares were quoted \$100 buyers  
at late hour to-day.

THE Government of Indo-China has declared  
Hongkong to be an infected port.

LIEUTENANT T. H. D. Delgrave, 2nd Royal West  
Regiment, left on the 3rd instant for a  
Malta for Colombo en route to Bellary to join  
Musketry Class.

THE U. S. S. *Zafiro*, which arrived at Yokohama  
on the 24th ult. from Manila homeward-bound,  
passed on the 20th over a huge whale,  
which was badly injured by her propeller.

THE following is the return of visitors to the  
City Hall Library and Museum for the week  
ending the 4th June, 1905.

## INDO-CHINA S. N. CO.

## PROFITS FOR 1904.

As we go to press we receive the following  
communication from Messrs. Benjamin, Kelly,  
& Potts:—

"In connection with the recent announce-  
ment by the general managers that the directors  
of the Indo-China S. N. Co. Limited, have  
recommended a dividend to shareholders of 12  
shillings per share, we are now in receipt of  
further advices to the effect that, out of the  
profit on the year's working, a sum of £2,200,  
has been transferred to General Reserve Fund;  
and we understand that, in addition, the follow-  
ing amounts have been transferred:—

To Depreciation Account ..... £65,000  
To Exchange Fluc. Account ..... £4,000  
To Underwriting Account ..... £35,000  
and a balance of about £1,500 has been carried  
forward.

## THE COURT: DRIFTING.

## ADJOURNMENT OF CASES.

The Pulse Judge had before him this morn-  
ing a case in which Chung Po Shang sued the  
Tung Hing alias Yau Kap for \$100 odd, being  
principal and interest due on two promissory  
notes, dated 1st June last, and given in favour of  
the defendant and chopped by the Tung Hing.

Mr. E. A. Bonner (Messrs. Dennis and  
Bowley) appeared on behalf of the plaintiff, and  
Mr. C. F. Dixon represented the defendant.

At the outset, Mr. Dixon asked for adjourn-  
ment as he had only had an opportunity that  
morning of seeing his client, and from the evi-  
dence given him it would be necessary for him to  
give notice of a special defence in the case.

Mr. Justice Wise:—How is it you have not  
seen your client before? Is it the client's  
fault? I fixed the case on Friday last.

Mr. Dixon:—I was instructed on Friday by  
some friends of the defendant.

His Honour:—You must surely have been  
instructed earlier than that.

Mr. Dixon:—I was instructed last week be-  
fore the Summary Court was held on Friday  
morning; but I did not have an opportunity of  
seeing the defendant until this week.

His Honour:—Whose fault is that? Yours,  
or your client's?

Mr. Dixon:—It is not my fault.

His Honour:—It's your client's then?

Mr. Bonner:—The writ was served on the  
23rd May.

His Honour:—Early, this is getting absurd,  
All yesterday afternoon wasted, and this means  
the whole of today wasted through somebody's  
mistake. You see, my list gets very thick, and  
now there will be nothing to do to-day. The  
appeal is off. What's your defence?

Mr. Dixon:—The defence is want of con-  
sideration.

His Honour:—What do you say, Mr. Bonner?

Mr. Bonner:—I must object.

His Honour (to Mr. Dixon):—You had better  
get on with the case.

The hearing of the case was then proceeded  
with, but had to be adjourned later in the  
morning.

## EXTRADITION.

## CHINESE GOVERNMENT REPRESENTED.

The case in which the extradition of Cheang  
Pat is sought by the Chinese authorities  
through the Viceroy of Canton, for armed  
robbery near the borders of Macao, on the  
26th of December last, under circumstances  
already recorded in these columns, was re-  
sumed before Mr. F. A. Hazeland this after-  
noon.

Mr. H. E. Pollock, K.C., instructed by Mr.  
F. B. L. Bowley, of Messrs. Dennis and  
Bowley's office, represented the Chinese Govern-  
ment, and Mr. F. Paget Heit, of Messrs.  
Brutton, Heit and Goldring, appeared for the  
accused. His Worship said that he had  
adjourned this case to consider the usual  
practice, and had found that it had been  
the practice for many years past that  
the Chinese Government had been represented.  
This was on account of Mr. Paget Heit's ob-  
jection to Mr. Pollock's appearance as repre-  
senting that Government. Mr. Heit held that  
on account of Mr. Pollock's appearance the  
proceedings so far were null and void. His  
Worship held that in view of old established  
practice Mr. Pollock had a right to appear for  
the Chinese Government, and that being so  
the proceedings were not null and void.

To Chui Wa, sergeant interpreter at the  
Central Police Station, said he was on  
duty at the central station when the ac-  
cused was brought in on the 3rd of March  
last at noon. When he was brought in  
the inspector asked, through witness, the  
accused's name and status. Mr. Heit ob-  
jected to the question, as the information  
should come from the inspector himself, who  
should have taken down defendant's statement,  
and it was contrary to practice, and unjust  
to the accused. The witness said the words he used  
were "what countryman are you?" Witness  
told all the accused's answers to Sergeant  
Penton, who took them down in writing, and  
entered them in the charge sheet (produced).  
Accused was charged with armed robbery,  
and he denied the charge, and signed his  
denial on the statement form.

Mr. Heit asked witness what were the actual  
words used when he asked the accused his  
native country, as it would appear from the  
Chinese word, used he had asked him where  
he came from, which might mean where he had  
been from at the hour, which was obviously  
vague. The witness said the words he used  
were "what countryman are you?" Witness  
told all the accused's answers to Sergeant  
Penton, who took them down in writing, and  
entered them in the charge sheet (produced).  
Accused was charged with armed robbery,  
and he denied the charge, and signed his  
denial on the statement form.

After further evidence the case was adjourned  
until the 10th instant.

A LONDON wire of 4th ult. states that Russia  
is endeavouring to purchase Cardiff coal. The  
insurance rates on colliers have become pro-  
hibitive. As much as seventy guineas per cent  
is being asked. Youth Wales has received an  
order for an enormous quantity of coal to be  
sent to Vladivostok.

## SHIPPING MAILS.

## MAILS DUE.

German (*Darmstadt*) 7th inst.

American (*Copley*) 12th inst.

Canadian (*Empress of India*) 13th inst.

French (*Orient*) 13th inst.

German (*Pelus Wulder*) 19th inst.

Canadian (*Tarlar*) 20th inst.

## SHIPPING MAILS.

The Russian steamer *Fromehead* is now the  
property of the N. Y. K. and is called the  
*Uralska Maru*.

Captain Hui, of the ss. *Hop Sung*, which  
arrived here to-day from Wuhan, reports that  
on the 2nd inst. when passing Woosung, she  
saw seven Russian transports there.

Captain Combe, of the U. S. cruiser *Rainbow*,  
which arrived here from Cavite, P.I., this  
morning, reports that he sighted three Russian  
war vessels entering Manila Bay on the 3rd  
inst.

Captain Nicholson, of the ss. *Albatross*, which  
left Moji on the 10th ult. with coal for this  
port, arriving here yesterday at noon, reports  
that just after leaving Moji he passed six  
Japanese warships and five torpedo boats.

The *Fooshow Echo* of the 27th ult. says:—  
The ss. *Attaea* went aground early on Thurs-  
day afternoon near Kupan Point. Attempts  
to get her off have so far failed, and her cargo  
(bulk oil) is being discharged, and she may be  
floated again at the next spring tide.

The master of the *Charles Hardouin* was  
summoned before Mr. Hazeland with causing  
a nuisance by using an inferior quality of coal  
when the vessel was alongside her wharf on  
the 1st inst. His Worship inflicted a fine of  
\$15, and ordered the nuisance to be abated.

Patrick Flynn, an unemployed seaman, and  
R. Odin, seaman, both staying at the Sailor's  
Home, were charged before Mr. G. N. Orme  
this morning with fighting and behaving in a  
riotous and disorderly manner at the Home on  
the 5th inst. Patrick was fined \$1, and Odin \$3.

REFUSING DUTY.

Captain J. Gale, of the ss. *Duron*, this  
morning charged John Forrest, William Jackson,  
and John Cameron, seamen of that vessel,  
before Mr. F. A. Hazeland, for refusing duty on  
the 5th inst. The men said they wanted to be  
paid off and leave the ship, and the Captain  
said he was willing to do this and get rid of  
them. His Worship stated that under the cir-  
cumstances he would adjourn the case *sine die*,  
and in the meantime the Captain and accused  
must go and arrange with the Shipping Master  
about their being paid off and discharged.

COLLISION AT MANILA.

A collision resulting in severe damages took  
place on the afternoon of the 1st inst. in Manila  
bay between the Spanish mail steamer *Alcaide*,  
which was entering the breakwater, and the  
German steamer *Alverga*. The latter arrived  
yesterday with quartermaster supplies, and was  
lying right in the centre of the deep water  
channel. On the same day the harbour master  
gave instructions to the ship to move from her  
position, as she was in the way of ships enter-  
ing that channel. The *Alcaide* just from  
Spain tried to pass the *Alverga*, and as she was  
drawing some 20 feet of water, was afraid of  
running on the mud and therefore had to pass  
close under the bows of the *Alverga*. In doing  
so she struck the German ship in the fore-  
castle tearing a hole twelve feet long by about  
four feet wide. The injury was above the  
water line, however. The injury to the *Alcaide*  
consisted of the shattering of her bows and  
carrying away of her martingale and other  
rigging. *Cablenews*.

NEW CHINESE EXTRADITION  
TREATY.

## FURTHER PROTEST.

On Saturday afternoon at 5 o'clock, says the  
N. C. D. News 30th ult., over one hundred  
members of the Hu Hsia Hui (Shanghai  
Educational Association) and representing  
about twenty-four Colleges and schools of  
modern learning in this district, met at the  
Association's headquarters in the native city to  
discuss measures with reference to the stand  
that should be taken by the Association in  
support of the protest against any unjust  
clauses that may be added by the U. S.  
Government to the new Chinese Extradition  
Treaty that is to be signed between China and  
that Government. A number of speeches were  
made and pledges were given that each person  
should do his best to encourage his friends  
everywhere to stand firm and support any  
action those at the head of the movement  
throughout the country should decide to make  
in the matter. We hear that meetings have  
also been held in Sonchow and other cities in  
the same connection, showing a unanimity of  
purpose most unique and never yet heard of  
in the history of this ancient Empire. A letter  
received from Peking further states that the  
members of the Chinese Government are ex-  
ceedingly pleased to receive such unanimous  
support from the people of the country and  
that it has given the Walpuk heart to make  
a firm stand in the approaching negotiations  
with Minister Rockhill, who is on his way now  
to Peking.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Darmstadt*) 7th inst.

American (*Copley*) 12th inst.

Canadian (*Empress of India*) 13th inst.

French (*Orient*) 13th inst.

German (*Pelus Wulder*) 19th inst.

Canadian (*Tarlar*) 20th inst.

The C. P. R. Co.'s ss. *Empress of India*  
arrived at Yokohama at 7.30 a.m. on the 5th inst.,  
and left again at 4 p.m. same day, for Kobe  
where she is due to arrive at 4 p.m. on 10th  
inst.

The C. P. R. Co.'s ss. *Empress of China*  
arrived at Nagasaki at 6.30 a.m. on 5th inst.,  
and left again at 4 p.m. same day, for Kobe  
where she is due to arrive at 9 a.m. on 10th  
inst.

The M. N. Co.'s ss. *Orion* arrived at the  
French Mail will leave Singapore to-day at  
4 p.m. for this port via Siam.

The Chief Justice reserved judgment.

## TELEGRAM.

## TELEGRAMS.

[Reuter's.]

## Marriage of German Crown Prince.

London, 4th June.

The Grand Duchess Cecilia, the bride of the Crown Prince, made a state-entry into Berlin yesterday.

The pageant was gorgeous and of medieval splendour.

## Baltic at Manila.

Admiral Enquist, with the *Aurora*, *Oleg* and the *Jemchug*, all damaged, have arrived at Manila, with many wounded on board.

Later.

The Russian warships in Manila are not damaged below the waterline, but the funnels are riddled, and many guns dismounted.

The officers declare that the Japanese used a number of submarines.

The captain of the *Aurora* was killed; Admiral Enquist was not wounded.

[N. C. P. News.]

## The Emperor's Thanks to His Admiral.

Tokio, 31st May.

The Emperor sent a message to Admiral Togo on the 30th inst., in which His Majesty states that the annihilation of the Baltic Fleet is an unprecedented success. He is gratified that he will be able to answer to the souls of his ancestors that their work is being thus completed.

Another gratifying rescript has been granted to the Navy.

## Disposing of the Prisoners.

Tokio, 31st May.

The number of prisoners has increased to 4,000, inclusive of 100 officers who will be quartered at Matsuyama. The wounded men will go to Fukuoka, the healthy to Kumamoto and Rusuna.

## Tokio Celebrates.

Tokio, 31st May.

There is to be a municipal celebration of the victory to-morrow.

## The Sole Survivor.

Tokio, 31st May.

General Linievitch reports that the cruiser *Almaz* arrived at Vladivostok on the 29th inst.

## A Suspicious Craft.

Tokio, 31st May.

The Swedish tow-boat *Industrie* (163 tons net) having on board a German who alleges that he is a correspondent of the *Chefoo Daily News* was captured on the 29th of May near Tsingtao (south of the Shantung Province) and sent to Saseho. The authorities propose to confiscate her.

## How the Victory was Won:

Tokio, 31st May.

The newspapers exhaust their vocabularies over the naval success. Russia, they say, is not only stripped of all naval force, but she has forfeited her last chance of recovering command of the sea. She took an unconscionable time to come up to the scratch and her preparation disturbed the world's markets, but the instant the fleet arrived within reach of Japan's arms, Admiral Togo struck them down with the greatest ease and in most sufficient manner. "One cannot make omelettes without breaking eggs," but the fact that Japan has obliterated Russia on the Pacific and obtained five big ships at the cost of three torpedo-boats has furnished a striking illustration of the truth that the man behind the gun is the ultimate factor in victory.

Some experts are of opinion that Admiral Rezhidovskiy endeavoured to reach Vladivostok, avoiding a battle, but that his bold appearance at Tsushima was probably due to paucity of coal and misleading information as to the whereabouts of the Japanese.

Admiral Rezhidovskiy might have believed that the Japanese would be divided to guard the Soya, Asashima, and Asagiri straits. He therefore passed through the Halingang Channel going eastward, then suddenly changed his direction and dashed for Tsushima at the highest speed possible. His formation also reflected contempt for the Japanese strength.

Private reports state that the Japanese hoisted their fighting flags at two on the afternoon of the 31st. The flagships *Mikasa* then signalled: "The fate of the Empire hangs solely on this battle, and all must use their best endeavours."

The first and second detachments of the Japanese, on the starboard side of the Russian columns, and the third detachment on the port side, steamed alongside keeping touch with the Russians who opened fire at 2.13 p.m. Subsequently the Japanese enveloped the Russians, who attempted to escape, but were in excepted by destroyers. This state of affairs continued practically till next day.

The Russians seemed unaccustomed to night attacks by torpedo craft, during which they use their search-lights surprisingly, since they thus exposed their own location.

It is stated that the Russian prisoners quartered in Japan gave repeated hurrahs on hearing of the Tsushima defeat, hoping that it would mean peace soon.

## THE WEATHER.

The following report is from Mr. P. G. Figg, First Assistant of the Hongkong Observatory—On the 6th at 12 p.m. The barometer has fallen over the China coast and Luzon.

Pressure is low over China. Gradients are moderate, and fresh S to SW winds may be expected in the Formosa Channel and the N part of the China Sea.

Forecast—fresh SW winds, equally, then gale-force.

## HONGKONG PEAK TRAMWAYS.

## MINORITY SHAREHOLDERS IN ACTIVE OPPOSITION.

At the result of the meeting on Saturday of the Hongkong High-Level Tramways Co. Ltd., at which it was decided to wind up the Company and to form a new concern to be known as the Peak Tramways Co. Ltd., a good deal of dissatisfaction still prevails among those who constituted the minority. The vigorous protest made by Mr. D. F. Brown and other against the proposed scheme is likely, we understand, to culminate in an action before the Supreme Court, should Counsel's opinion prove favourable to the adoption of such a course.

The movement in support of this procedure has not yet assumed definite shape but the matter was discussed by several members of the minority yesterday, and the probability is that a reference will be made to Counsel as to the chances of success should the "recalcitrants" proceed further with their protest, and attempt to quash the decision of the majority at Saturday's meeting. There can be no doubt that the shareholders who were in the minority feel very strongly on the subject.

The statement made by the chairman at the meeting that the shareholders were "practically selling the company to themselves" does not appeal to them in any way. On the contrary, they maintain that by consenting to the decision of the majority they are really giving up two-thirds of the value of their shares.

Mr. D. F. Brown, who was the leading exponent of the views of the minority at the meeting, stated to a representative of the *Hongkong Telegraph*, there was a possibility that the question whether the minority were bound by the resolutions passed at the meeting might be submitted to Counsel for consideration. So far, however, no active steps have been taken in the matter, but there is plenty of time yet for the minority shareholders to decide whether they will carry their opposition before the Courts.

The point on which Mr. Brown has expressed himself very firmly is that by agreeing to the decision of the majority they are surrendering two-thirds of their profits. In other words, the old company has a capital of \$125,000 on which a net profit of \$50,000 was realised annually.

The new arrangement is proposed to have a capital of \$750,000. The new line to the Peak will not be finished for three years. During that period those who were shareholders in the old company will be sharing their dividends on \$125,000 with those who have come into the new company, and instead of realising a return on that moderate capital, they will realise only a return on the new company, if formed, inviting investment in it.

It is argued by Mr. Brown, as representing the "resisters"—who are by no means passive—that the old company could have gone on with its operations for the next five years with the consciousness that they had nothing to fear from the proposed line. As a matter of fact, he is convinced that the old company would be perfectly able at the end of that time to fight the new concern. In that event, there was the probability that the new company would come to the shareholders of the old company and offer to amalgamate. Then would be the time to arrive at a proper settlement. Meanwhile the shareholders of the old company would be sharing profits to the amount of at least \$50,000 a year on a capital of \$125,000, instead of on a capital of \$750,000.

The minority at the meeting represented 272 shares, but is believed to be others who would be on this side should appeal to the court be decided upon.

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In conclusion, I will not be found antagonistic to any proposal that is going to benefit the old company, and my attitude now is only protection of the interests of its present shareholders, one of whom I am. It might have been made an acceptable proposition to all the shareholders if a more equitable price had been offered for the old company, or had a larger percentage of ownership than one-third in the new company been offered as a inducement to give up a "really" for a "shadow." Surely, the value of the old company to the new company, either as an asset or an inducement to investment, is worth at least a 50% interest in the capital of the new company, and why the general managers and consulting committee recommend letting it go for less I fail to understand.

Then, again, is our reserve fund of \$50,000 to be given away to the new company? It is to be hoped that there will be sufficient dissenting shareholders at the confirmatory meeting to vote down and prevent this enforced sacrifice of our interests, and also prevent the necessity of testing its legality.

Thanking you in anticipation—I remain, etc.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## THE PEAK TRAMWAYS CO. LTD.

To the Editor of the "Hongkong Telegraph".

DEAR SIR,—Following up my remarks made at the extraordinary general meeting of the Tramway Company on the 3rd instant, which were unavoidably curtailed, and, perhaps, not covering the ground fully enough to make clear my objection to the deal, permit me, through the columns of your paper, to add a few further points for consideration of the shareholders in the old company before the confirmatory meeting, which may or may not legalize the sacrifice of the old company to a new one.

I would have, as stated at the meeting, no objections whatever to a dissolution of the old company, and the sale of same to a new company, were the price and conditions of sale reasonably near an equitable value, and such as would enable the old company—or rather the shareholders in the old company—to continue enjoying the benefits of the old company has earned for them. These benefits are demonstrated by the company's ability to earn satisfactory dividends on a market price of \$325.00 per share.

What position are the shareholders in the old company going to occupy in the new company that is so anxious to absorb us? An effort is being made to force a minority, representing between 270 and 300 shares (out of 1,250), to give up their interests in the entire ownership of the present company earning net profit as it does of about \$50,000 per annum on a capital of \$125,000. And what are we promised in return? A third interest only in a new company capitalised at \$750,000, whose only hope of a revenue return for the next three and possibly four or five years will be the revenue earned by the present company, and we will have to remain satisfied with a division of only one-third of those profits.

Is this an inviting outlook for shareholders in the old company? And is it not worthy of reconsideration before giving away "the goose that lays the golden egg," which appears to be the plum the new company is after, at half its value as an incentive in inviting investment by the public in the new company?

To my mind the argument, used by the general managers at Saturday's meeting, seemed more of an effort to invite investment in the new company than to justify the dissolution and sale of the old company, and unless I am very much mistaken, those same arguments are likely to appear later on in the prospectus of the new Company, if formed, inviting investment therein.

I fancy, however, if the general managers and consulting committee, who represent us, are told, seventy-five per cent of the capital are so anxious to dispose of the present tramway company for \$250,000 they will probably find the public more ready to buy it at that price than invest in the new company even with the old company as a "nest egg."

But why not let well enough alone? The old company is strong enough and surely doing well enough. Let the new company go ahead with their "Findlay Smith Concession" and build their new line and operate it against us for a few years when, unless I am very much mistaken, they will only be too glad to sell out to us at a price considerably less than it is going to cost now to build their line.

In conclusion, I will not be found antagonistic to any proposal that is going to benefit the old company, and my attitude now is only protection of the interests of its present shareholders, one of whom I am. It might have been made an acceptable proposition to all the shareholders if a more equitable price had been offered for the old company, or had a larger percentage of ownership than one-third in the new company been offered as a inducement to give up a "really" for a "shadow."

Surely, the value of the old company to the new company, either as an asset or an inducement to investment, is worth at least a 50% interest in the capital of the new company, and why the general managers and consulting committee recommend letting it go for less I fail to understand.

Then, again, is our reserve fund of \$50,000 to be given away to the new company? It is to be hoped that there will be sufficient dissenting shareholders at the confirmatory meeting to vote down and prevent this enforced sacrifice of our interests, and also prevent the necessity of testing its legality.

Thanking you in anticipation—I remain, etc.

D. E. BROWN.

Hongkong 6th June, 1905.

## COMMERCIAL.

## SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 1st June:

Business remains dull, and there is nothing of importance to record; but this quietude we expect will change soon now that the Japanese have regained by their great and glorious victory the command of the sea. The visible effect in London is a substantial rise of 5 per cent. in Japanese bonds. Docks have improved slightly, but Indo-Chinas have fallen in sympathy with the Hongkong market. Langkawi are unchanged, although there are signs that the market is firming up. Demand on London has dropped to 714 for 3 days' paper, Consols £914.

Wharves—Shanghai and Hongkong Wharf shares have been bought at Tls. 185, 187 for yesterday's settlement. July sales have been made at Tls. 189. September at Tls. 192.

Shipping—Indo-Chinas have been bought for cash and May's account at Tls. 87, Tls. 87 & Tls. 87. For June Tls. 88 has been done.

July sales have been recorded at Tls. 88, Tls. 85 & Tls. 87. Shares are offering at cheaper rates to-day. Tugs are reported sold at Tls. 50 for "old" and Tls. 48 for "pref. shares."

Docks—Farnham Boyd's have improved a few points in consequence of the collision in the river between *Markt Valente* (s.) and *Pinguin* (s.) necessitating the former vessel being docked. Sales have been made at Tls. 161, 158, Tls. 159, Tls. 159, 159 for cash and yesterday's account. June sales are reported at Tls. 161, 160. July at Tls. 162, 162. Land—Shanghai have had attention at Tls. 189, 190 and are wanted.

Cottons—Ewos have been sold at Tls. 37, 36; Internationals at Tls. 36. Lau-Kung-Mows at Tls. 3.

Sugars—Perak have changed ownership at Tls. 74 and Tls. 74 for June, and at Tls. 76, 75 for October.

Mining—Chinese Engineering and Mining shares have been placed at Tls. 7, 30 to 7, 40 for cash. Wei-hai-wei have advanced because of better returns being received from the mine, and sales of shares have been made at 86 to 87. 4 shares are in demand.

Tobaccos—Sumatras are reported sold at Tls. 6. 4. In Langkawi cash shares have been purchased at Tls. 225, 224, 225, 233, 223, Tls. 223, Tls. 224, 224, 225. For June Tls. 225 has been done and shares are wanted. July at Tls. 230 and Tls. 226. September at Tls. 228.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1 to 7/16

Do demand 1/10

Do 4 months' sight 1/10

France—Bank T.T. 2/35

America—Bank T.T. 45

Germany—Bank T.T. 1/16

Do T.T. 140

Do demand 140

Shanghai—Bank T.T. 7/18

Japan—Bank T.T. 9/12

Lau—Bank T.T. 1/28

BUYING.

4 months' sight L/C 1/10

3 months' sight L/C 1/10

30 days' sight San Francisco & New York 4/6

4 months' sight dn. 4/6

32 days' sight Sydney and Melbourne 1/11

4 months' sight France 2/30

6 months' sight 2/40

4 months' sight Germany 1/16

Bar

**Shipping—Steamers.**

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

**OUTWARDS.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"FOXTOR HALL"	15th June.
GLASGOW and LIVERPOOL	"YANGTSZE"	15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	16th June.
GLASGOW and LIVERPOOL	"AJAX"	23rd June.
GLASGOW and LIVERPOOL	"ID MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	25th July.

**HOMEBWARDS.**

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	7th June.
GENOA, MARSEILLES & L'POOL	"DECALON"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "YANGTSZE"	18th June.
all PACIFIC COAST PORTS, v/d Nagasaki, Kobe and YOKOHAMA	"KEEMUN"
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.	19th July.

Hongkong, 6th June, 1905.

**CHINA NAVIGATION CO., LIMITED.**

STEAMERS	TO SAIL
"FOODHOW"	8th June.
"KIUXIANG"	9th "
"CHANGSHA"	12th " p.m.
"CHIHILI"	15th "
"KAIFONG"	17th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th June 1905.

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th June, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 17th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 3rd June, 1905.

**HONGKONG—NEW YORK.****AMERICAN ASIATIC STEAMSHIP CO.****FOR NEW YORK via PORTS AND SUEZ CANAL.**

(With Liberty to Call at the Malabar Coast). About

Steamship			
"NORDPOL"			15th June.
"INDRAWADI"			25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 20th May, 1905.

**PORLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

**PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH

**THE OREGON RAILROAD AND NAVIGATION COMPANY.**

Steamship	Tons.	Captain	To Sail at Daylight on
"ARAGONIA"	5,193	Schuldt	June 8th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th,
"NUMANTIA"	4,370	Brehmer	July 16th,
"ARABIA"	4,483	Motzenthin	August 6th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[12]

**Shipping—Steamers.****CHINA NAVIGATION COMPANY, LIMITED.****AUSTRALIAN LINE.****REDUCTION IN PASSAGE RATES.**

From 1st January, 1904.

**ALSO REDUCED FARES TO MANILA AND RETURN.**

From 1st January, 1904.

**STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.**

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [18]

**STEAM TO CANTON.**

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309 J. P. MARTIN.

"KWONG TUNG" ... 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17]

**Shipping—Steamers.****FOR YOKOHAMA AND KOBE.****THE Steamship****"SITHONIA."**

Captain Hildebrandt, will be despatched for the

above Ports, TO-MORROW, the 7th instant, at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office. [625]

**"BEN" LINE OF STEAMERS.****FOR LONDON AND ANTWERP.****THE Steamship****"BENMOHR."**

Captain Webster, will be despatched as above

on or about the 7th June.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1905. [585]

**HONGKONG METEOROLOGICAL SIGNALS.****A NEW CODE.**

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong

on New Year's Day. They are the same as those at present in use at Shanghai, and will

be hoisted on the mast beside the time-ball at

Kowloon Point for the information of masters

of vessels leaving the port. They do not neces-

sarily imply that bad weather is expected. The

signals are as follows:—

A cone point upwards indicates a typhoon to

the North of the Colony.

A cone point upwards and drum below in-

dicates a typhoon to the North-East of the

Colony.

A drum indicates a typhoon to the East of

the Colony.

SIGNALLING IN WAR.

JAPANESE METHODS.

The lesson which the Japanese have taught the Russians on the plains of Manchuria, and incidentally the entire world, is, says Mr. M. C. Sullivan, writing in *Cassier's Magazine*, that the science of war has become so exact and its instruments of execution so terrible that individual or national heroism, when pitted against long-range rifles and cannon, smokeless powder, high explosives, and electrical methods of communication, manipulated by men of skill and ingenuity, can no longer be depended upon in determining the result of war. Electricity has never before played so important a part in warfare as it does with the Japanese.

Every general of brigade in the field is connected by wire with his division commanders, and the generals of division are in touch by telegraph or telephone with the corps commanders. The necessity of sending aides in every direction with dispatches and reports is a thing of the past. Through the telephone system the Commander-in-Chief can communicate with all his subordinates, and where two or more of these subordinates are engaged in the same movement, they can keep in touch with one another and develop the plan in absolute unison. There is something almost humorous in the idea of the commander of regiment calling up by telephone a brother officer commanding another regiment some wild night among the Manchurian hills and asking him if he is ready for some desperate charge, just as one might ask a friend to meet him at supper after the theatre; but where victory or death hangs in the balance, the knowledge that the other man is ready is worth much. By thus applying modern methods of electrical communication, the effective strength of the Japanese Army in the field is much greater than its size would indicate. The work of their signal corps is largely the work of the electrical engineer. Visual signals for communication in the field, except in isolated instances, have been relegated to secondary place.

The Japanese, with their natural ability for adaptation and development, would not tolerate any method of communication but that which would bring the most distant outpost of Manchuria within a few minutes of Tokio, and enable the Mikado to maintain touch with his troops. The result has been seen all through the present war with Russia in the evolution of the Japanese Army, which in the complete subordination of its often widely separated parts, and the absolute and instant control exercised by the commander over the whole field of operations, shows a mechanical accuracy of movement and direction that seems either instinctive or wonderfully fortunate. In all their operations, the lines of communication follow the movements of the troops. Thus, the Japanese officers, whether in camp or on the firing line, are in instantaneous touch with every portion of their commands, both night and day, without regard to distance, weather, or topographical conditions. The extraordinary strategical combinations which they have made against the Russian Army are the greatest military marvels of modern times, whose vaunted aggressiveness and might made it a terror to the world.

NAVAL MOVEMENTS.

ACCORDING TO "PUNCH."

**Saigon, April 28.**—A torpedo-boat destroyer is reported to have been seen by the P. and O. liner *Imperial*, steaming in a north-easterly direction 4,500 miles from Singapore. Her nationality is unknown, but the port has caused considerable excitement. The captain of the P. and O. states shortly afterward he saw several empty packing-cases hull-down on the horizon.

**Part, April 29.**—A telegram from New York states that three warships have been seen off Batavia. The correspondent believes them to be part of the Third Baltic Squadron under Admiral Nabogatoff, but this can hardly be the case, as the squadron in question was known to be at Jibitul only yesterday. However, we give the report for what it is worth.

**Kamran Bay (from Our Own Correspondent).**—I was able to approach quite close to one of the Russian cruisers to-day, and swam right round her while she was going at full speed. The officers and crew seemed to be full of spirits, and were tossing empty cases overboard as a guide to the tame ducks of the fleet.

**Shanghai, April 30.**—A fisherman has just reported that he had heard heavy firing in the offing to-day, but no importance is attached to the rumour, which we merely give for what it is worth.

**Jibitul (from an occasional correspondent).**—The report that the Third Baltic Squadron has reached Kamran Bay must be received with the greatest reserve. Heavy firing was heard in the offing yesterday.

**Manila.**—Three vessels have been seen off Corregidor Island, but it is impossible to say to what nationality they belong. It is, however, considered probable that they are Russian, Japanese, British, Dutch, or perhaps American. Intense excitement prevails here, and the usual fisherman has just reported that he has heard the sounds of heavy firing in the offing.

**Dago Garcia (by special cable).**—A warship of some kind passed here in the night. It is believed to have been a torpedo-boat destroyer, but of what nationality it is impossible to say. Inquiries, however, are being made, and meanwhile excitement runs high. A fisherman reports having heard sounds of how (Message incomplete).

The death is announced of Captain William Henry O'Shea. Deceased was prominently before the public in 1890 in connection with the famous divorce case O'Shea versus O'Shea and Farnell, which in reality caused the downfall of the great Irish leader.

SHIPPING.

Arrived:

- Adamastor, Portuguese cruiser, 1,000, Ribeiro, 4th June.—from Canton.
- Nam Sang, Br. s.s., 5,501, Geo. Payne, 5th June.—Calcutta 21st May, via Penang and Singapore 31st, Gen.—M. & Co.
- Zafiro, Br. s.s., 1,611, R. Rodger, 5th June.—Manila 3rd June, Gen.—S. T. & Co.
- Comilla, Br. s.s., 900, W. C. Morrison, 5th June.—from Rangoon, Ballast.—Order.
- Hans Wagner, Dut. s.s., 601, J. Kappemann, 5th June.—Hamburg 16th April, Gen.—C. & Co.
- Alldgate, Br. s.s., 2,208, H. Nicholson, 5th June.—Moli 30th May, Coal.—H. B. K.
- Ambria, Ger. s.s., 3,551, V. Porcella, 5th June.—Singapore 31st May, Gen.—H. A. L.
- Felching, Br. s.s., 902, E. Hoagler, 5th June.—Shanghai 31st May, Gen.—C. M. S. N. Co.
- Inveric, Br. s.s., 3,113, W. R. Kennedy, 5th June.—London 23rd April, Gen.—N. V. K.
- Keong Wai, Gen. s.s., 1,115, Kohler, 5th June.—Bangkok 20th May, Rice.—B. & S.
- Korea, Am. s.s., 5,651, A. Zeeder, 6th June.—San Francisco 3rd May, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 3rd June, Mails and Gen.—P. M. S. S. Co.
- Bayern, Ger. s.s., 3,128, H. Formes, 6th June.—Yokohama 27th May, Mails and Gen.—M. & Co.
- Capri, Ital. s.s., 4,165, G. Belotti, 6th June.—Singapore 30th May, Gen.—C. & Co.
- Choyang, Br. s.s., 1,424, T. W. Sybey, 6th June.—Canton 5th June, Gen.—J. M. & Co.
- Rainbow, Am. cruiser, 4,000, Cowles, 6th June.—Cavite 3rd June.
- Anamba, Dan. s.s., 1,158, Cortes, 6th June.—Touane 3rd June, Coal.—M. & Co.
- Lyemoon, Ger. s.s., 1,138, Th. Lehmann, 6th June.—Canton 5th June, Gen.—S. & Co.

Clearances at the Harbour Office.

- San Cheng, for Canton.
- Chawau, for West River.
- Hongkong, for West River.
- Chi-ku Hardou, for Canton.
- Hur, for Quong-chow-wan.
- Kwongtung, for Canton.
- Kohsikong, for Bangkok.
- Taning, for Manila.
- Anamba, for Canton.
- Serabaya, for Hakodate.
- Willebad, for Nagasaki.
- Catherina Apcar, for Singapore.
- Carl Diederichsen, for Haiphong.
- Thyra for Yokohama.
- Shun Lei, for West River.

Departures

June 5.

Waterwitch, Br. surveying-ship, for a cruise.

June 6.

Pundua, for Amoy.

Telemachus, for Snigon.

Mandal, for Kobe.

Sagami, for Singapore.

Catherine Apcar, for Calcutta.

Commera, for Kobe.

Taming, for Manila.

Passengers arrived.

Per Ambria, from Singapore—225 Chinese.

Per Felching, from Shanghai—Capt. Robert, I.M.S.

Per Hans Wagner, from Hamburg—Messrs. G. Massmann and Schulte.

Per Namang, from Calcutta, &c.—Mrs. E. O. Moir, Dr. S. Knagge, Dr. Swindle, 512 Chinese, 13 Indians, and 2 Japanese.

Per Zafiro, from Manila—Mr. and Mrs. Drake, Messrs. H. Gross, M. Banchoff, C. Struckmann, W. A. Kincaid, M. Gonzales, Miller, Joslin, Mrs. D. M. Garcia and 3 children, Dr. T. R. Marshall, Miss Flora W. Conrad, Mr. Geo. J. Clark, Mrs. A. M. Glehn, Mr. P. L. Nigginson, Mrs. Hamilton, Messrs. A. Ferenc, J. Saito, John McClellan, and 8 Chinese.

Per Bayern, from Yokohama—Colonel Darling, Mr. R. F. Loy, Mrs. Wilson, and Miss Rohls, from Kobe—Messrs. P. Nolasco, Lou Yee Tac, H. W. Merrill, T. R. Hop King and W. Robertson, from Nagasaki—Messrs. T. Orange and V. Reyes, from Shanghai—Mr. T. Ford and children, Mr. and Mrs. Crombil and child, Mrs. Nolasco and children, Miss Lutze, Mrs. M. E. Guedes, Mr. and Mrs. E. D. Houston, Mr. and Mrs. Bishop, Messrs. F. Reiber, E. Durche, Miss Lea A. Kee, Mr. and Mrs. Malcolm, Mr. and Mrs. Trudinger, Mr. and Mrs. Middleton and family, Miss Chee A Sang and servant, Mr. E. Lebit, and Mrs. S. Simons.

Shipping Report.

Str. Felching from Shanghai—Strong SW monsoon, and fog.

Str. Alldgate from Moli—Light to fresh breezes, generally clear.

Str. Namsang from Calcutta—Left Singapore on 31st ult., with fine clear weather and dead calms, met light and variable SW winds in Lat. 8° W., with smooth sea and fine clear weather which lasted to port.

Vessels in Port.

STEAMERS.

Andrea Rickmers, Ger. s.s., 1,020, H. Kohn, 3rd June.—Bangkok 28th May, Rice.—M. & Co.

Argonia, Ger. s.s., 5,058, R. Schuldert, 27th May.—Portland, Or. 20th April, Gen.—P. & A. S. Co.

Buford, Am. transport, 5,000, Hall, 29th May.—from Manila.

Carl Diederichsen, Ger. s.s., 769, H. Schlaikier, 4th June.—Haiphong 1st June, and Hoihow 3rd, Gen.—J. & Co.

Chowia, Ger. s.s., 1,055, F. Spieker, 1st June.—Bangkok 27th May, Rice, B. & S.

Daphne, Nor. s.s., 501, M. C. Jones, 5th June.—Karatsu 28th May, Gen.—Mr. A. Burns.

Helene, Ger. s.s., 77, J. Jessen, 2nd June.—Ho-hoo 1st June, Sugar Gen. and Cattle.—J. & Co.

Hue, Fr. s.s., 705, Godinieu, 2th June.—Quang-chow-wan 4th June, Gen.—A. R. M.

Kob Ichang, Ger. s.s., 1,292, C. Goswisch, 1st June.—Bangkok 20th May, Rice.—E. & S. Lydia, Ger. s.s., 457, R. Richles, 4th June.—Hamburg, 9th April, Gen.—Order.

Macquarie, Fr. s.s., 2,073, St. John George, 25th April.—Moli 21st April, Coal.—G. L. & Co.

March, Br. s.s., 1,115, Motherdale, 28th May.—Cardiff 23rd May, Coal, A. & Co.

Patchouli, Ger. s.s., 1,375, G. Hillmann, 2nd June.—Bangkok via Swatow 25th May, Rice, B. & S.

Petrich, Ger. s.s., 1,252, C. Ahrens, 4th June.—Saigon 31st May, Rice and Gen.—S. W. & Co.

Ping Suey, Br. s.s., 4,149, E. Warrell, 1st June.—Shanghai 31st May, Gen.—B. & S.

Sansen, Ger. s.s., 995, F. Richwald, 4th June.—Bangkok, via Kohsikong 29th May, Rice.—M. & Co.

Scottish Hills, Br. ship, 1,008, Blackmore, 2nd June.—Cardiff 14th Jan., Taine, Fuel—Admiralty.

Signal, Ger. s.s., 907, A. Bendixes, 4th June.—Bangkok 29th May, Rice.—J. & Co.

Sithonia, Ger. s.s., 4,350, Th. Hildebrand, 4th June.—Hamburg and Singapore 30th May, Gen.—H. A. L.

Taishan, Br. s.s., 1,121, J. T. Loring, 30th May, Gen.—Calcutta 21st May, via Penang and Singapore 31st, Gen.—M. & Co.

Thomas, Adm. s.s., 1,209, T. Thomassen, 2nd June.—Kobe via Moli 27th May, Gen.—Mr. Tom Yau Chun.

Thyra, Br. s.s., 2,252, Hajnabridge, 31st May, Saigon 26th May, Rice.—Order.

Willibad, Ger. s.s., 4,761, Pb. Obenauer, 1st June.—from Sydney, Gen.—M. & Co.

Yuenzang, Br. s.s., 1,128, P. H. Rolfe, 31st June.—Manila 2nd June, Gen.—J. M. & Co.

Yung-tung, Ger. s.s., 1,115, W. R. Kennedy, 5th June.—Hamburg 16th April, Gen.—C. & Co.

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Yung-tung, Ger. s.s., 1,115, W. R. Kennedy, 5th June.—Hamburg 16th April, Gen.—C. & Co.

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## Mails:

**MESSAGERIES  
MARITIMES**  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MAR-  
SEILLES on TUESDAY, the 13th June,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. CALEDONIEN.....27th June.

S.S. OCEANIEN.....11th July.

S.S. TOURANE.....25th July.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th May, 1905.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
Straits, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN and SOUTH AFRICAN PORTS.)

"BENGAL,"  
Captain G. Phillips, carrying His Majesty's  
Mail, will be despatched from this for  
BOMBAY, on SATURDAY, the 17th June,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Britannia, 6,515 tons, from Colombo,  
Passenger accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Cal-  
donia, due in London on the 30th July.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 3rd June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain Sailing.

Pleiades ... 3,753 F.G. Purington At. June 30

Shawmut ... 9,660 E. V. Roberts July 12

Tremont ... 9,660 F. W. Garlick Aug. 8

## For Sale.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 7th March, 1905.

[50]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, THREE YEARS'  
guarantee given to every purchaser.

20, QUEENS ROAD,

Watson's Building.

[51]

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,

for  
GASOLINE AND GAS  
LAMPS

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

[54]

## TO LET.

## TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

[627]

TO LET.

## WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY,

Hongkong, 4th May, 1905.

[527]

TO LET.

N.O. 12, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905.

[537]

TO LET.

A BUILDING at CAUSEWAY BAY, in  
present in occupation of the Steata  
Laundry Co., Ltd.

No. 1, RYPON TERRACE.

FLATS in MORETON TERRACE, (near  
Polo Ground).

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

APPLY TO—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

[69]

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shurmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 23rd May, 1905.

[8]

ACHEE & CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

FOR

EASTMAN'S

KODAKS, FILMS

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1905.

[14]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTEATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$800,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1.0/- ex- change 1/10, 9/10—\$35.46 for second half-year 1904	1/2%	\$79.7 buyers (London \$81.10)
<b>MARINE INSURANCES</b>								
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London \$6) for 1903	...	\$37 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$87,39	\$150,494	\$17 for 1903	...	\$325 buyers
China Traders' Insurance Company, Limited	24,100	\$83.33	\$25	{ \$950,000 \$151,992 \$56,166 \$371,445	Nil.	\$4 for year ended 30.4.1904	71 1/2	\$64 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,800,000	Tls. 217,119	Interim of 7/6, 1904	8 1/2	Tls. 82
Union Insurance Society of Canton Limited	10,000	\$250	\$100	\$1,500,000	\$2,078,997	\$35 for 1903	5 1/2	160s sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2	\$60
<b>FEAR INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$218,933 \$2,241	\$379,047	\$6 dividend & \$1 bonus for 1903	8 1/2	\$86 buyers
Hongkong								